

**PLANNING COMMITTEE  
MEETING OF JULY 11, 2008  
MINUTES**

**ATTENDANCE**

Commissioner Sperring called the Planning Committee meeting to order at 9:00 a.m. Other members in attendance were Commissioners Chu, Giacomini, Haggerty, Halsted, Lempert, Rubin, Worth, and Yeager. Also in attendance was Commissioner Bates, and Tissier.

**CONSENT CALENDAR: a) Minutes of June 11, 2008, b) Environmental Impact Report (EIR) Mitigation Monitoring Reporting, Resolution No. 1481, Revised**

Commissioner Worth moved approval of the Consent Calendar, Commissioner Chu seconded. Motion passed unanimously.

**TRANSPORTATION PLAN:**

**a. Approval of Financially Constrained Investment Plan and High-Occupancy Toll (HOT) Network Implementation Principles**

Mr. Doug Kimsey presented a PowerPoint presentation on the Transportation 2035 (T2035) Financially Constrained Investment Plan, and summarized the staff proposal, which indicates \$32 billion for the uncommitted discretionary funds, and \$191 billion for committed funds. He noted that staff worked with MTC's Advisory Council, Elderly and Disabled Committee, and the Minority Citizens Advisory Council on developing policies and getting their proposed recommendations on the staff proposal. They wanted staff to invest more for transit maintenance; they concurred with the local road maintenance investment amount; they wanted a much higher lifeline amount; they were in general concurrence with the dollar amount on bike/pedestrian, but they want some of the funds to go toward pedestrian programs; they want to see more money on climate change; they thought TLC had an appropriate amount, and with the Freeway Performance Initiative they would like to see lower funding.

Mr. Andrew Fremier presented the Regional HOT Network and discussed some of the HOT implementation concepts. He noted that what staff is proposing in the RTP is completing the regional network of HOV lanes in the Bay Area.

Mr. Steve Heminger commented on the funding, and noted that everything listed on the staff proposal is basically being joint funded between the existing revenue sources that are more certain and the anticipated unspecified revenue. He summarized the past and present RTP discretionary commitments, which indicated local road rehab going from 2% of total discretionary money to 22% in the current proposal. He noted that the basic tradeoff has been that expansion has gone from 70% to 40%. He also summarized the committed funds and noted that 85% of it goes to maintenance of the existing system, and 15% to expansion. Lastly, he commented on the total T2035 revenues - \$223b, and noted that 2/3 of it is going to public transit, 80% is going to maintenance and operations.

In closing, Mr. Kimsey recommended approval of MTC Resolution No. 3868, approval of the T2035 Financially Constrained Program, and approval of HOT Network Implementation Principles that outline a policy structure for MTC, the CMAs, Caltrans and others to follow to deliver the network in an expedited time frame.

Commissioner Yeager expressed his concern with the HOT lanes since the commission has not yet decided how the money is going to be distributed and in what portion. He stated that he understands staff's argument of fully investing into the network, but his main worry is that net toll revenue is going to go to the regional network first rather than supporting projects in the corridor. Mr. Heminger stated that staff does understand and they acknowledge this issue will need to be resolved with further discussion.

Commissioner Spring called for public comment.

- Deb Hubsmith, Marin County Bicycle Coalition, expressed support for funding of the TLC Program, the Regional Bicycle Network, and the Climate Protection Programs – Safe Routes to School and Safe Routes to Transit.
- David Schonbrunn, TRANSDEF, commented on the committed projects, and noted that the committed project policy needs to be revisited.
- Bob Planthold, Advisory Council Chair, reiterated the Advisory Council's recommendation to revisit its policy of committed and uncommitted projects for the T2035 plan.
- Norman Rolfe stated that the Commission should no longer fund new highways or widening existing highways – only fund repair of existing roadways or new capital expenditures for transit. He also stated that all new developments must be transit-oriented, and HOV lanes only be added by taking existing lanes.
- Scott Gee, Pediatrician – Kaiser Permanente, expressed his support for Safe Routes to School / Transit and the Regional Bike Network.
- Dennis Fay, Alameda County CMA, expressed support of the HOT Lanes Principles. As part of the RTP he suggested that staff have an implementation plan for the first 4-6 years. He also noted that the CMA does not support a west bound truck climbing lane at the Altamont Pass.
- Steve Jaimes expressed support to increase funding for the TLC program and bike network.
- Alexandra Desautel, Alameda County Public Health Dept., expressed support for the staff recommendations regarding increased funding for bike and pedestrian projects.
- Gerald Cauthen stated that if 1/3 of the \$222 billion were to be directed to improving other travel modes and reducing VMT it would make a difference.
- Gail Murray, BART Board President, stated that the plan only funds 25% of the highest rated transit capital priorities score 16 projects. It leaves 75% of the remaining needs unfunded that should be the focus of future advocacy.
- Robert Raburn, East Bay Bicycle Coalition, expressed support for the staff proposal as it applies to the bike/pedestrian needs.
- David Grant, Advisory Council and Elderly and Disabled Committee (EDAC), stated that the advisory committees had some disagreements with the staff proposal. EDAC feels that the Lifeline program funding really needs to be increased. They looked at the Regional Bike Network and thought that some of the funding should be directed

to pedestrian projects. The TLC program needs to be increased in funding, the climate change projects need to be increased in funding, and the freeway improvement project could use less funding. Transit systems need greater funding for maintenance.

- Andy Thornley, San Francisco Bicycle Coalition, urged the committee to revisit the committed projects.
- Cheryl Brinkman expressed support on funds for safe routes to transit and school, the Regional Bike Network and TLC.
- Michael Cunningham, Bay Area Council, stated that the Council is looking to see that the HOT lane system is developed in a way that brings the greatest benefit to the public. He expressed concern that the principles do not accomplish that. He stated that the Council has an alternative proposal focused on making the principles customer focused and performance based.
- Len Conly, Friends of BRT, requested the committee to reevaluate the committed funds. He also expressed support of TALC's recommendations for the RTP.
- Carli Paine, TALC, expressed support of staff's recommendation for the efficiency and maintenance part of the discretionary pie.
- Bob Allen, Urban Habitat, requested the committee to not adopt the committed projects policy, but to revisit it.
- Jim Bourgart, Calif. Business Transportation and Housing Agency, stated that the State of California has a great interest in the HOT Lane Network because you need to make the optimum use of existing and planned capacity, HOT lanes are a congestion management tool, it provides users and travelers with options and choices, it observes and extends the principle of the user pays, and it generates revenue.
- Jean Fraser, SPUR and San Francisco Bike Coalition, expressed support on funds toward bike and pedestrian, the TLC projects, and toward the climate change. She urged the committee to reconsider the money that is allegedly committed to projects.
- Jose Luis Moscovich, SFTA, stated three corrections on the project list – the VanNess BRT project, and the Yuerba Buena Island ramps should be reflected on the committed projects. The second phase of the TransBay project needs to be listed as funded except for construction – the construction phase still requires further advocacy. The \$4 billion shortfall in the Res. 3434 funding plan should be reemphasized in the RTP, and continue to advocate to fill the \$4 billion gap. He expressed support on staff recommendations that were developed in partnership on the HOT principles.
- David Burch, BAAQMD, stated that the Air District submitted two proposals for discretionary funding – a project to reduce emissions of diesel particulate matter from on-road trucks and a multi-faceted transportation climate action campaign proposal.
- Michael Sarabiz recommended including the years that projects in the plan will be implemented.
- Sabrina Merlo, Bay Area Bicycle Coalition, expressed support on staff's recommendations for the \$32 billion in discretionary funding. She asked staff to articulate a policy and an approach regarding the high numbers of anticipated and unallocated monies that staff is planning for, and how the money will be prioritized.

- Maria Ayerdi asked staff to not preclude future regional discretionary funding for Phase 2 of the Caltrain Downtown Extension project.
- Kyri McClellan, San Francisco Mayor's Office, commented that she also hopes to see Phase 2 of the Downtown Extension become eligible for some of the discretionary funds.
- Andy Katz, Breathe California Today, expressed support for the Climate Protection Programs and the particulate matter reduction programs.
- Rick Ramacier, County Connection, expressed support of building a meaningful express bus service and stated that the Norris Canyon Project has a very beneficial link to transit and would facilitate a much more efficient transit service should that project get built some day.
- Phil Demery, Sonoma County Public Works, encouraged continued funding support for local road rehab. He also supports staff's proposal.
- Brian Lee, San Mateo County Public Works, expressed support for maintenance of transit and local streets and roads.
- Cathy Jackson, Advisory Council Vice-Chair, recommended that the committee revisit the committed projects in light of the AB32 legislation and not adopt the policy as outlined.
- Tom Radulovich, Livable City/BART, expressed support for the Caltrain Downtown Extension, and the efficiency investments that are being proposed.
- Daryl Halls, STA, expressed support for the HOT Lane Principles, and the maintenance levels for streets and transit maintenance as proposed by staff.
- James McGhee, MCAC, recommended that staff's proposal be aligned with the preference heard at the Joint Advisor's Meetings. MCAC also recommended that the Lifeline Transportation Program be fully funded by \$1.6 billion, and that the program focus on filling gaps and the transportation services. The Advisors also recommend that the bicycle projects have a focus on local instead of non-recreational for the community. They would also like, for the climate change action campaign, to have a focus on safety, and with regards to project selection on the expansion category, MCAC recommends that performance be weighed higher than local priorities.

Mr. Steve Heminger summarized six areas that the commission needs to give staff direction and/or decision on: 1) Bikes – staff proposal is to fully fund the Regional Bike Plan Network. Do you want bikes only, which focuses on building out a regional plan that exists, or a program that is more flexible? 2) Mr. Heminger recommended that the committee request from the CMAs a formal explanation of why there are some high-performing projects not included on their project priority lists and why there are some apparently poor performing projects that are included, and to have that information at the commission meeting on July 23; 3) ITIP List – there is a pending request from Contra Costa County to add the I-680/4 interchange for approximately \$40 million. Staff plans on including it, which will cause the list to be reconfigured, and brought back to the commission for review. Staff needs to know if the commission disagrees with this; 4) Staff needs the committee's concurrence on the HOT Network Principles; 5) Staff needs direction on the topic of re-opening committed projects; and 6) Confirm the consensus from San Francisco that the TransBay Terminal Project be shown to be fully funded up to construction; the RTP will continue to show a construction shortfall.

The committee agreed to preserve the Regional Bike Program and identify where other pedestrian-eligible funding is available. They were all in agreement to have the CMAs respond to why certain projects were included or excluded from county project priority lists. They concurred with staff to add the 680/4 interchange to the ITIP fund program. The committee recommended adoption of the HOT Principles with the noted concerns of Commissioner Yeager. The committee asked staff to provide additional information on committed projects. Lastly, the committee was in agreement with confirming that portions of the San Francisco TransBay Terminal were funded, but a construction shortfall remains. Commissioner Spering called for a motion to approve the Financial Constrained Investment Plan and High-Occupancy Toll (HOT) Network Implementation Principles. Commissioner Worth moved approval. Commissioner Yeager seconded. Motion passed unanimously.

**b. Approval of the Definition of the Project and Alternatives to be Evaluated in the Transportation 2035 EIR, MTC Resolution No. 3869**

Ms. Ashley Nguyen summarized the staff recommended Project alternative, which is the Transportation 2035 Financially Constrained element, including all Resolution 3434 projects, and projects contemplated in revenue measures considered for the November 2008 ballot. Ms. Nguyen also summarized the alternatives to the Project option that staff will be evaluating in great detail in the environmental assessment, which are 1) the No Project alternative, which is limited to a set of transportation projects and programs that are in advanced planning stages and slated to go forward since they have full funding commitments; 2) the Financially Constrained Plan with Heavy Maintenance Emphasis, which includes projects and programs to be funded through revenues projected to be reasonably available over the next 25-year horizon of T2035; 3) the Financially Constrained Plan with Heavy Maintenance Emphasis plus Pricing Strategies, which reflects the same project definition as Alternative 2 plus examines the level of impact that additional user-based pricing strategies beyond the Regional HOT Network could have on the performance of the infrastructure investments; and, 4) the Financially Constrained Plan with Heavy Maintenance Emphasis plus Land Use Strategies, which reflects the same project definition as Alternative 2 plus evaluates the level of impact that an alternative land use forecast that goes beyond Projections 2007 could have on the performance of the infrastructure investment.

She noted that Napa and Santa Clara counties are considering placing transportation sales tax measures on the November 2008 ballot for voter approval, and SMART is expected to place a district tax measure to fund the proposed 70-mile passenger railroad/bicycle-pedestrian path project also for the November 2008 ballot. Projects funded by these measure will be included in the Project definition.

Ms. Nguyen recommended that this committee approve and refer MTC Resolution 3869 to the Commission for final approval.

Commissioner Spering called for public comment. Mr. David Schonbrunn, TRANSDEF, suggested that staff needs to look at a different investment package. He noted that TRANSDEF submitted a proposal that creates a maximum emissions reduction alternative. Ms. Carli Paine, TALC, urged the committee to change the definition of the last two alternatives, which are layering pricing and land use over the heavy maintenance alternative. She noted that it makes more sense to run two alternatives in the EIR – one that uses the project as the basis with land

use and one that uses the project as the basis with pricing. Mr. Tom Radulovich, BART and Livable City, suggested that staff do a CO2 emissions analysis at the project level.

Commissioner Haggerty moved approval of the Definitions of the Project and Alternatives to be evaluated in the T2035 EIR. Commissioner Worth seconded. Motion passed unanimously.

**OTHER BUSINESS/PUBLIC COMMENT**

There being no other business, the meeting adjourned at 12:00 p.m. The Committee's next meeting is scheduled for Friday, September 12, 2008 at 9:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.